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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

25X1

COUNTRY Poland

SUBJECT Port Information: Gdansk

REPORT

RESPONSIVE TO	
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THE OFFICE OF NAVAL INTELLIGENCE FURNISHED THE FOLLOWING INFORMATION TO CIA FOR
TAC DISSEMINATION IN ACCORDANCE WITH PARAGRAPH 3 c OF NSCID #7 (DIO, 8ND No 213-
54).7

1. The following information is based on personal observations of the source.
2. Alphabetical Designators In connection with information contained herein, specific points of interest are noted on photostatic copies of HO Charts 4876 and 4928 by the following alphabetical designators:
 - A. Track of vessel approaching subject port
 - B. "Gdynia light" buoy
 - C. Anchorage at "Gdansk light" buoy
 - X. (circled) Approximate location of reported mine explosion and damage to Danish vessel
 - D. Lighted buoy
 - E. Harbor clearance - wrecks removed
 - F. Berth
 - G. Storage tanks and pumping station
 - H. Three six-thousand grt Polish cargo vessels
 - I. Five large Soviet colliers
 - J. Three coastal vessels (two Polish, one Soviet)
 - K. Rebuilt dock area
 - L. Factory building
 - M. Factory building
 - N. Wooden bridge
3. Dates of Call Source visited subject port aboard a motor tanker 27-28 Sep 54.
4. Cargo Vessel called in ballast and loaded 2105 metric tons of crude benzol for discharge in the US.

NAVY review completed.

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5. Weather Temperatures averaged 58.1°F during dates of call. Sky was clear to cloudy; there was no rainfall. No unusual conditions of wind or sea were noted.
6. Arrival Vessel departed [redacted] 22 Sep 54. Vessel's track, designator A, is shown from Pt Hel to anchorage outside subject port. Source stated that vessels arriving and departing subject port must follow the track shown, since mine fields and floating mines make navigation hazardous except along the track shown, where mines are swept. While approaching subject port, source noted and verified characteristics of "Gdynia light" buoy, designator B, and stated that anchorage buoy at designator C is a lighted buoy, as is the approach channel buoy, designator D. Chart used by source was Ostsee Deutsche Kuste Danziger Bucht Westlicher Teil (Masstab 1:75,000) No 29, published by Deutschen Hydrographischen Institut, Hamburg; chart was last corrected Berichtigt Bis N F S 1953 Ausgabe, Deutsches Hydrographisches Institut, Hamburg, and source stated that no discrepancies were noted. Vessel anchored 271200A Sep 54 at designator C.
7. Pilotage Pilot came aboard 271300A Sep 54 from a conventional pilot boat flying the pilot flag. Pilot was not accompanied aboard vessel. Vessel then proceeded to berth at benzol loading wharf, designator F, by way of regular channel/routes. Main channel averaged 40' water depth; pilot stated water depth at berth to be 37'. Pilot was a male, approximately 50 years of age, and appeared competent. Source believes that benzol-carrying tankers are permitted to enter or leave subject port only during daylight hours, and that pilotage is compulsory.
8. Berth Vessel berthed 271330A Sep 54 at benzol loading wharf, designator F. Diagram of wharf arrangement and tank storage area, designator G, was furnished by source.
9. Boarding Inspection Boarding party of one officer and 15 men, all armed with pistols, came aboard 271500A Sep 54. Crew members were mustered in their quarters and boarding party proceeded to make a thorough search of vessel. Cameras and cigarettes were only items sealed. Boarding party departed 271600A Sep 54.
10. Cargo Operations Vessel pumped ballast en route to berth and completed discharging ballast shortly after berthing. A male tank inspection team came aboard shortly after boarding inspection party departed and cleared vessel to receive cargo. Vessel commenced loading crude benzol 272000A Sep 54 and completed loading operation 280600A Sep 54 with 2105 metric tons aboard. Reference to details of wharf, pipelines and tank storage area is contained in diagram of wharf referred to in paragraph 8.
11. Surveillance Two sentries armed with machine guns maintained a 24-hour surveillance on vessel; one sentry was stationed at gangway and did not change position in excess of a six-foot radius, the other sentry roved vessel's length along the wharf. Only vessel's master was permitted ashore to inspect storage tanks and visit municipal area for business purposes, if desired. Crew members were told that they could not be permitted ashore because they were West Germans; that crew members of other nationalities, with a few exceptions, are permitted ashore. The following measures were in effect to prevent and apprehend stowaways: (a) all persons coming aboard vessel must first secure two passes ashore; (b) when coming aboard vessel, one pass must be given to surveillance guard on duty at gangway of vessel; (c) persons attempting to stowaway or persons not reclaiming pass from gangway guard are made the object of an intensive search. Source reported that such measures have virtually eliminated stowaways aboard foreign merchant vessels calling ports in Soviet zones of which source has knowledge.
12. Naval Activity Source stated that one Soviet and three Polish naval vessels were observed during dates of call at subject port. One large Soviet sea-going tug, otherwise unidentified by source, was observed underway inbound for subject port; tug arrived at anchorage, designator C, shortly after source's

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- vessel and proceeded ahead of source into subject port. Source was not afforded further opportunity to observe destination or activity of tug. Source observed two Polish minesweepers conducting systematic patterned sweeping operations in the area lying to south and east of vessel track line, designator A. Minesweepers were tentatively identified by source as either US "136" Class Motor Minesweepers or Soviet T-301 Class Coastal Minesweepers; source further identified these vessels as having either a single or dual forward deck gun mount, estimated to be a 40 mm size mount, one or more light AA machine guns immediately aft of the bridge, no after-deck gun mount, and (best recollection) the numerals "33" and "35," respectively, painted on the bow of each vessel.
13. Other Military Activity Source reported the presence of numerous guards patrolling all waterfront areas visible to source while entering and departing subject port. Guards appeared to be Polish soldiers in standard army uniforms, armed with rifles.
 14. Merchant Shipping Present Three Polish cargo vessels, estimated at six thousand grt each were noted as shown by designator H; cargo operations of these vessels were not ascertained. Approximately five large Soviet colliers were observed as shown by designator I; these vessels were presumably loading coal, according to source, who further stated that reports of Swedish merchant vessels indicate that recent installation of automatic conveyor-type loading machinery enables colliers in subject port to receive coal at the rate of one thousand tons per hour when sufficient coal is present to permit loading at that rate. Three coastal vessels - two Polish, one Soviet - were present, as shown by designator J; these vessels were observed loading timber from timber wharves shown on the photostatic copy of HO Chart 4928. Source was unable to give names of merchant vessels detailed above.
 15. Rebuilt Dock Area Source noted that dock area indicated by boundary marks of designator K gave evidence of recent renovation and rebuilding, having new wooden buildings, wharves and pilings. This was in contrast to the poor condition the same dock area exhibited when noted by source during previous visits to subject port.
 16. Factories Source noted the location of two factory sites, designators L and M. Factory site at designator L was noted only as a large wooden building with no evident activity; factory site M was not readily visible to source, but appeared to be a large wooden building used for some small scale activity.
 17. Wooden Bridge Source noted that a wooden bridge, designator N, appears to have been newly rebuilt. Bridge appears as a wooden beamed structure with a floor level to water level clearance of six to eight feet. Bridge is stationary-type and prohibits the through navigation of subject port's western harbor channel to all but exceedingly small craft.
 18. Harbor Clearance - Wrecks Source noted that harbor area, designator E, has been cleared of several small wrecks noted during previous calls that source has made to subject port. Wrecks had constituted a menace to navigation in the area designated.
 19. Reported Mine Explosion Source stated that reports reaching vessel of call indicated that a Danish merchant vessel struck a mine early in September 1954 at a location approximately located by designator X (circled). Although damage to the Danish vessel was reported to be extensive, the vessel reached a Swedish port under its own power. Source knew of no further details relative to the incident reported and was uncertain as to the source of information reaching vessel of call.
 20. Departure Vessel departed berth 271600A Sep 54 and proceeded under pilot to harbor entrance of subject port, where pilot departed vessel. Vessel followed same route of departure as that used when entering subject port, and laid course for Kiel, Germany.

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[Comment by Navy officer preparing report: Material contained in this report agrees generally with information contained in previous DIO 8ND reports having the same subject. This report also provides further detailed confirmation of benzol loading wharf and storage tank area, refusal of port authorities to permit West German crew ashore, and confirmation of utilization of various dock areas and facilities. Certain items of information appearing in this report have not been previously reported, including navigational data relative to mine fields and sweeping operations, harbor clearance and reconstruction, and a reported incident concerning mine damage to a foreign merchant vessel. Previous reports reflect that subject port authorities vary in respect to restrictions placed on hours of entry and departure of benzol-carrying tankers, objects sealed during boarding inspection of foreign merchant vessels - notably cameras, and in minor features of surveillance accorded foreign merchant vessels.]

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1. Diagram of wharf arrangement and tank storage area,

referred to in paragraphs 8 and 10.

ENCLOSURE (A): Diagram of wharf arrangement and tank storage area, referred to in paragraphs 8 and 10.

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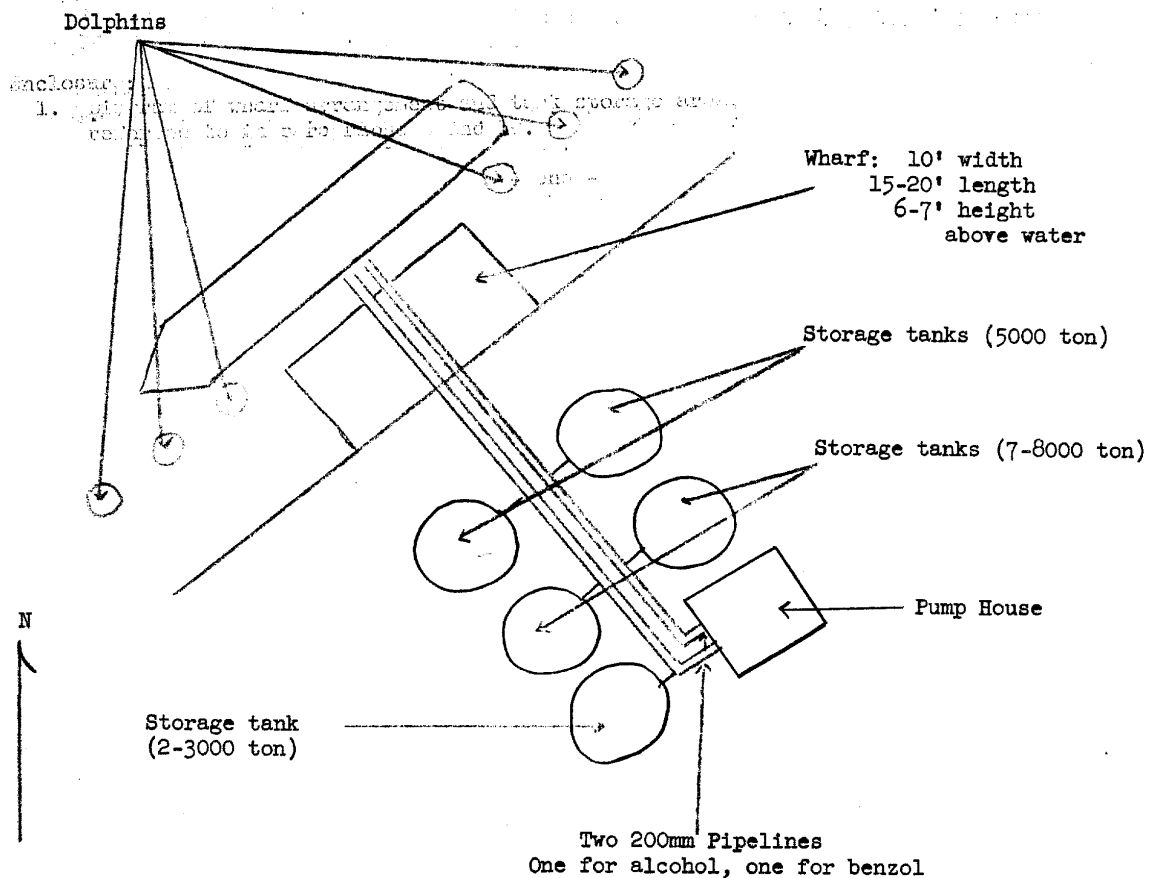
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ENCLOSURE (A)

Diagram of Wharf Arrangement and Tank Storage Area



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